## MARYLAND HISTORICAL TRUST NR-ELIGIBILITY REVIEW FORM (4-879)

Property Name: Inventory Number: East	NA 55. /	
Address: 3371 Mattawoman Beantown Road, Charles County - 17 the vicinity of Walderf		
Owner: Burch, Mark A and Stacie Q		
Tax Parcel Number: 220 Tax Map Nur	mber: 15	
Project MD 301 Agency State	e Highway Administration (SHA)	
Site visit by SHA Staff: X no _ yes Name: Date:		
Eligibility recommended Eligibility not reco	ommended X	
CriteriaABCD Considerations:ABCD	EFG <u>X</u> None	
Is property located within a historic district?: X no _ yes Name of District:		
Is district listed?: X no _ yes		
Documentation on the property/district is presented in: Project Review and Compliance Files		
Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)		
The farm complex at 3371 Mattawoman Beantown Road is composed of a single family dwelling, a one-story garage, a one-story shed, and two barns. The wood frame house is one-and-one-half stories in height and three bays in width. The house is covered by a dual-pitched, hipped roof clad in asphalt shingles. The dwelling is symmetrical with a central door. A hipped roof dormer pierces the roof above the entry. The house is clad with horizontal siding. The wood frame garage, located to the east of the dwelling, is covered by a side gable roof. Further to the east, the small shed has a shed roof. Located beyond the shed is a two-story, front gambrel roof barn. The barn is clad with vertical wood siding and has a standing seam metal roof. The second barn is located to the north. It is also a two-story, front gambrel roof barn. The barn is clad with vertical wood siding and has a standing seam metal roof.		
Most inhabitants of Charles County were engaged in farming at the time of the first settlement. The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased		
Prepared by EHT Traceries, Inc.		
MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended _ Eligibility not recomm  Criteria: A B C D Consideration A B C D		
OB 2/1 10/	20/90	
Reviewer, Office of Preservation Services Date		

Date

Reviewer, NR Program

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during the 19th century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

The gambrel roof barn increased in popularity in the last quarter of the 19th century. The gambrel roof was easily used with lumber-truss construction, which was developed in the third quarter of the 19th century. Gambrel roofs were also added to barns employing traditional timber bent construction. The advantage of the gambrel roof was the increase in loft capacity. This increase in capacity made barns more efficient for hay storage. As farm sizes increased and more animals needed hay, the increased storage capacity became more desirable.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland.

In the first part of the 20th century, the economy of Charles County was based upon agricultural production, especially tobacco. Charles County was one the of the largest producers of tobacco in the State of Maryland. With its economy geared toward agricultural, Charles County was primarily rural and the housing introduced after World War II was on a small scale in comparison to other areas in the country.

Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to Charles County's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Waldorf became an important interchange on the Crain Highway between the rest of Southern Maryland and Washington, D.C. and expanded in the 1920s both commercially and residentially. In 1922 in anticipation of the Crain Highway, J. Spence Howard surveyed and subdivided the village of Waldorf, which came to include such amenities as a hotel, a general store, several small shops, a two-room school, restaurants and entertainment establishments equipped with slot machines.

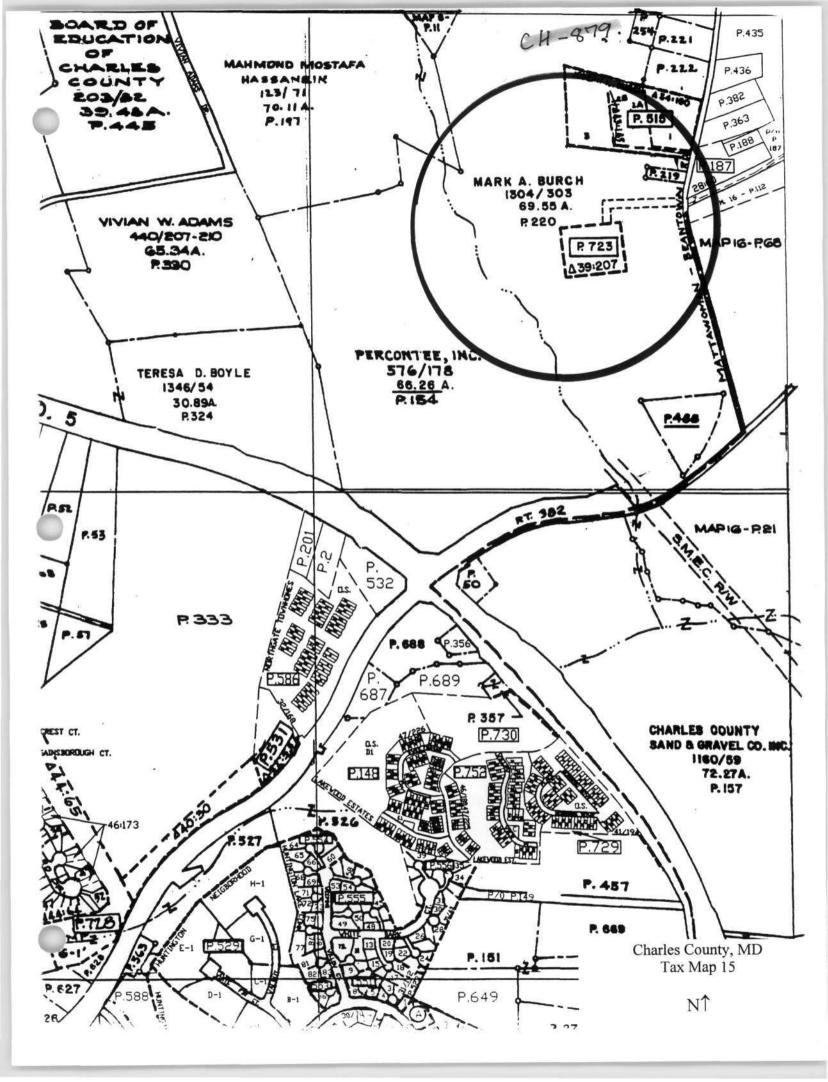
Built circa 1920, this vernacular dwelling and associated outbuildings are not eligible for the National Register. While this farm complex is an earlier example of agricultural development surrounding Waldorf, this resource lacks

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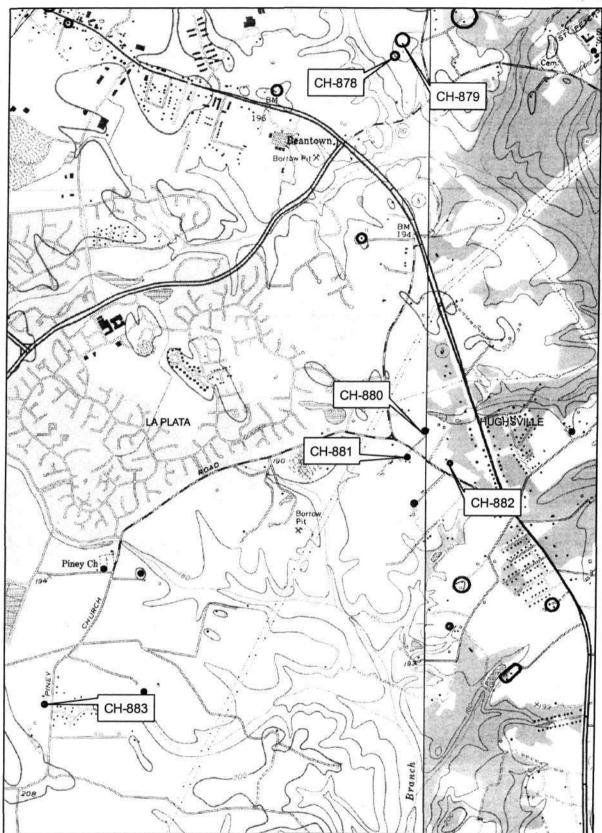
MARYLAND HISTORICAL TRUST REVIEW  Eligibility recommended  Criteria: _ A _ B _ C _ D Consideration	Eligibility not recommended
Reviewer, Office of Preservation Services	Date
Reviewer, NR Program	Date

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significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



CH-879 La Plata Quad





3371 Mattawoman Beantown Road Charles County, MD Traceries June 1999 MD SHPO

View looking Southwest



3371 Mattawoman Beantown Road Charles County, MD Traceries June 1999

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MD SHPO